SU 313 GR 313

The Russian SFSR is the site of the principal lumbering regions of the USSR. In the European section the lumber industry is centered in the Northern Dvina River basin and its affluents, the Sukhona and the Vychegda rivers, as well as along the Kama and the Vyatka rivers, to the southeast. In Siberia the chief lumbering districts are along the right bank of the Yenisey and in the basin of the Ussuri River, an affluent of the Amur. The principal fisheries of the Russian SFSR lie in the European North where herring and cod are caught on the banks of the Barents Sea, in the northern Caspian Sea and the Volga delta (zander, herring, and especially sturgeon), and in the Far East along the Sea of Japan coast and the Kamchatka Peninsula (salmon and herring).

SU 226 GR 226

SU 241 GR 241 SU [230] GR [231]

The basic agricultural areas are in the black-earth belt. Most important is the Northern Caucasus (Kuban' Steppe), where wheat, corn, tobacco, and sunflowers grow excellently on black-earth and chestnut soils. The Northern Caucasus is also one of the foremost livestock-raising areas of the USSR. The Central Black-Earth Region, along the upper Don and the Oka rivers, is the chief sugar-beet district of the Russian SFSR, while the Volga Region and the steppes beyond the Volga specialize in wheat growing. The black-earth section of Siberia produces hard-grained spring wheat, which keeps for several years and is highly valued on the world market, and is also important for its highly developed dairy industries. In the forested belt of the Russian SFSR, new areas are being plowed under and drained for the introduction of grain crops, which now grow as far north as the 60th parallel. In the European forests, flax and hemp are the principal crops, and dairy farming, the dominant pastoral activity. The best flax is grown in the areas of Pskov, Smolensk, Kalinin, and Vologda, the latter being also the chief dairying center.

SU 489 GR 489

The transportation network linking these regions consists primarily of a well-developed railway system, which is densest in the European section. The main through-traffic lines join at Moscow, Leningrad, Sverdlovsk, Kirov, Vologda, Bryansk, and other centers. Throughout the European section, rail transportation operates in close conjunction with river and sea routes. The Volga River leads in the amount of freight carried on its course. It is connected with Moscow via the Moscow Canal and with the Neva and Leningrad via the Mariinsk waterway, the Tikhvin and the Vyshne-Volotsk canals. The chief seaports are Leningrad, Murmansk, Arkhangel'sk, Rostov, Sevastopol', and Astrakhan'. In Siberia the rail network is restricted to the Trans-Siberian trunk line

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and its many branches and spurs. The large rivers handle the north-south traffic during their ice-free season. The Ob', the Irtysh, the Yenisey, and the Amur intersect the Trans-Siberian Railroad, while the Lena is connected with it by a series of good highways. The Northern Sea Route is the basic route serving the Arctic coast of Siberia. This route through the seas of the Arctic Ocean was developed as a permanent transportation route as late as the third Five-Year Plan, after a large number of polar stations reporting on weather and ice conditions had been set up along the route. Its principal ports are Novyy Port, at the mouth of the Ob' River, Igarka, Dudinka, and Ust'-Port, in the lower reaches of the Yenisey, Nordvik, at the mouth of the Khatanga River, Tiksi, near the Lena delta, Ambarchik, near the mouth of the Kolyma River, and Anadyr', at the mouth of the Anadyr' River. The principal ports along the Pacific coast of the Far East are Vladivostok, Sovetskaya Gavan', Magadan, and Petropavlovsk on Kamchatka. The highway network is especially well developed in the European section of the Russian SFSR. The roads generally run parallel to rail lines and converge at Moscow. In Siberia, highways serve to open up newly developed areas not reached by the rail network; this is particularly true of the extensive gold-mining areas of Eastern Siberia and the Far East.

SU 489 GR 489 SU [487] GR [487]

The Russian SFSR exports to the other union republics: machines, steel, petroleum, lumber, paper, textiles, and grain, and imports from them pig-iron, grain, sugar, cotton, livestock, and fruits.

SU 438* GR 438

Due to the large number of non-Russian ethnic groups within the Russian SFSR, the union republic has been organized into a Soviet Federated Socialist Republic, in contrast to the other union republics which have a more homogeneous national composition. The Russian SFSR was organized in 1917 and became one of the original four republics which united to form the USSR in 1922. The present territorial-administrative scheme was inaugurated with the creation of the Ural Oblast in 1923. Thereafter the newly created oblasts and krays rapidly replaced the former *guberniyas*. The more advanced non-Russian ethnic groups, such as Tatars, Bashkirs, Buryat-Mongols, Yakuts, and others, were constituted into the autonomous republics which, together with the basic Russian group (73 percent of the total population), form the so-called Russian Federation, or Russian SFSR. The territory with a predominant Russian population has been divided into oblasts and krays, which are purely administrative divisions. National minorities within these divisions have their own autonomous or national units. The most

SU 631 GR 631